

MINUTES:

DRAFT

When: Wednesday, April 1st, 2020 11:00 – 12:00 PM (PDT)

Where: Web-conference

- I. There were 26 attendees to the WBPP regional web meeting. Attendees included:

Raj Ailaney - FHWA
Lorella Angelini - TSP2 Blog
Kyle Bartfay - Phoscrete Concretes, Inc.
Douglas Blades - FHWA
Andrew Blower - Oregon DOT
Natasha Butler - Colorado DOT
Benoit Cordoba – Wyoming
Richard Dunne - GPI, Inc.
Earl Franks - New Mexico DOT
John Hooks - Michigan State University
Theresa Jones - City of Reno
Chris Keegan - Washington DOT/Michigan State University
Travis Kinney - Oregon DOT
Darlene Lane - Michigan State University
Mark Libby - HDR, Inc.
Herb McDowell - Idaho DOT
Mitzi McIntyre - CTS Cemet
Becky Nix - Utah DOT
Andrew Pack - Idaho DOT
Cody Parker - Utah DOT
Thad Pinkerton - Utah DOT
Brent Schiller - Forsgren Associates, Inc
Peter Seibert – UHPC Solutions
Brent Toller
Dale Wegner - FHWA Nevada
Ed Welch - Michigan State University
Gregg Freeman – Kwikbond Polymers

- II. Welcome/Introductions

Herb welcomes everyone, takes roll call, and moves to accept minutes from the previous month's phone meeting. There are no objections and minutes are accepted.

III. Working Group Updates

Local Agency Outreach

Gregg – Pulls up a whitepaper that was sent around to the LTAP folks. Nationally, they want us to present what our effort is about, basic overview of activities, ppts, asset management plans, etc. Travis is going to present. We already got responses for 4 states who would like presentations based on the whitepaper. We have a new link on the TSP2 webpage for this effort and we want to populate it – just got it up this last week. We’re developing a poster for an event in Seattle in July – we need a bridge washing and spot painting photo.

Travis – I may have gotten a bridge washing photo, but we still need a good spot painting photo in high resolution. Hopefully we will get further interest – we need presenters so we are reaching out for presenters – anyone on the call interested?

Travis – I would add we have strong support from national LTAP – they’ve given great direction/support and a good resource for preservation partnerships – regional groups should engage more – they have a great contact list for getting feedback and getting progress on similar efforts. We’re trying to develop a list of willing participants from each state willing to travel – DOTs are going to have trouble travelling, even when sponsored - having someone within the State where a meeting is held to piggy-back off industry members who can travel would be a possible solution.

Lorella and Gregg discuss sharing whitepaper, posters, etc. through the TSP2 blog and social media.

Low Cost Maintenance to Save Bridges

The AASHTO TSP-2 program, through the National Local Agency Outreach Working Group, is pleased to announce a **Bridge Preservation Training for Local Agencies**. The short training course is specifically designed as an introductory to understanding the basics of bridge preservation and is geared towards meeting the needs of local agencies.

On-site trainers will be provided by the TSP-2 program and will provide the **training at no cost to the hosting Agency**. Participants will gain a general understanding of why preservation is important, what activities are available and an idea of cost and degree of difficulty with performing the work. As part of the presentation several case-studies will be highlighted showing *how local agencies have obtained funding for preservation*. A variety of examples have been developed to help participants understand the importance of incorporating these bridge preservation activities into their work plan.



Bridge Preservation Activities

To host this training course, visit <https://tsp2bridge.pavementpreservation.org/> or contact Travis Kinney, Travis.J.Kinney@ODOT.STATE.OR.US, 503-986-4010 for more information.

This training is an excellent means to begin to develop an effective asset management plan for a local agency, by providing an opportunity to interact with state DOT and industry representatives on preservation practices being used. **Bridge preservation activities are "practices that we can't afford not to do now."**



https://tsp2bridge.pavementpreservation.org/files/2016/04/Local%20Agency%20Outreach%20Introduction%20White%20Paper_jmh.pdf

Chloride Testing

Travis – We're in a holding pattern, excited to develop 25 minute presentation but a lot of meetings are being cancelled.

Ed – I bet the MAC would be open to having a presentation if there is room for you.

Travis – If coronavirus would allow I was planning of presenting at regional partnership and the MAC meeting but travel is hard right now. We are looking at 2 presentations. 1 is just a summary of what we did and another is more meat on use of the guide.

IV. Technical Topic

In Colorado 4'-20' culvert are considered minor structures which get inspected and we have a lot of corrosion issues and would like to target this issue on the front end before we have to do costly replacement projects. (Shows Pdf breaks down our progression of damage). We want to setup a statewide project to address the least severe cases of corrosion to worst through maintenance forces. We want to identify which repairs are the best. Slip lining? Spray lining? What criteria to look for when you have a good spray lining? Inspectors can tell when spray lining is thin and crack spalling, etc. Do you have any experience to share, specs?

Herb – We've done this before – weld studs on the floor, welded wire mesh, and a new floor that is reinforced - that is typically where the damage is – only in service for about a year but they are performing well

Natasha – studs, haven't seen that before – our major issue a lot of times is with dewatering.

Herb – One we did it in summer, was pretty dry – the other we were able divert water easily due to multiple barrels

Travis – Dewatering is an issue, especially due to environmental - fish passage issues. A lot of times this takes the whole culvert repair off the table. We have had some success with foam injection around the pipe.

Chris K – our maintenance forces use a concrete cloth, but you still have to dewater and clean out.

Dick Dunne – NJDOT – We jacked HDPE culvert inside and the smoothness allowed for reducing in cross-section and maintaining hydraulic capacity. It was under a ton of fill and would have taken forever.

Thad? – In Utah we have had slip liners fail because of abrasion.

Natasha – how long did they last? Ours haven't lasted long

Thad? – one that lasted 5 years.

ED – did the thin liners have fiber in them?

Natasha – I don't think so, but had a hard time tracking down records – didn't look like it due to our specs.

Ed – We always needed some sort of reinforcing when we needed something – Centripipe is one of our national members that does a lining w reinforcement.

John – they may have been bought out and changed their name.

UHPC Solutions (Peter Seibert) - UHPC can be shot-creted in steel culverts – in early stages of trials now in EU. It is something that might be of interest for the future.

Thad – would be interested how you keep from flowing

Peter Seibert - Not regular UHPC you are used to for connections – similar consistency to mix you would use in an overlay ~18kpsi.

Herb (among others) – would be interested

Travis – do you have a program for these structures with its own funding?

Natasha – we do and we are trying to get more efficient with our own funding due to lack of funding to go around.

Travis – we have a major culvert funding program but when you look at inventory of non NBI structures you realize the scope of the issues they are having. Seen it more than once when emergency is declared, road closed and culvert is replaced in some situations.

Natasha – had a similar issue with a culvert collapse recently

Herb – bridge section doesn't look below 10' – how many do you have?

Natasha – will get back to you, don't have data in front of me. Thanks for all the info!

Thad – Survey for painting and structural steel

Utah – we are not getting life expectancy with clean and overcoat that we would like – what is everyone else doing? We are doing a pull off test, but not over the whole structure. We are also having issues with shrinkage of the overcoat as well. 9 simple questions and if you could take some time to respond, I would appreciate it.

We've been dealing with it for a couple of years and we thought it would be a good time to send out a survey.

Travis – maybe look at coordinating with national coatings working group. Jeff with Florida DOT is the chair.

Raj – have you looked at the BETG coating guide for over-coating?

Thad – we have but we aren't seeing the durability we would like. I am happy to go back and look again to see if we are missing something.

V. Administrative Items

2020 WBPP Annual Meeting – John - We have tentatively reserved the venue for November 2nd to reschedule the WBPP in Phoenix in light of Coronavirus. Our agenda is pretty well evolved so we can hold off on agenda planning meeting for the next couple months.

Due to the meeting being postponed it was discussed that we may have an opportunity to use some of the presentations as technical topic and re-populate the meeting schedule since we didn't have much difficulty filling out the schedule.

Member States and MSU (Chris/John/Ed/Darlene) briefly share their travel restrictions due to Coronavirus. Most (not sure if all chimed in or remained for duration of the call) are on temporary out of State travel restrictions of varying lengths. All agree the situation is fluid and will update as things develop.

NAIs?

May 6th will be the next web meeting.

Herb wishes everyone safety and good health and adjourns the meeting after confirming there are no other NAIs.